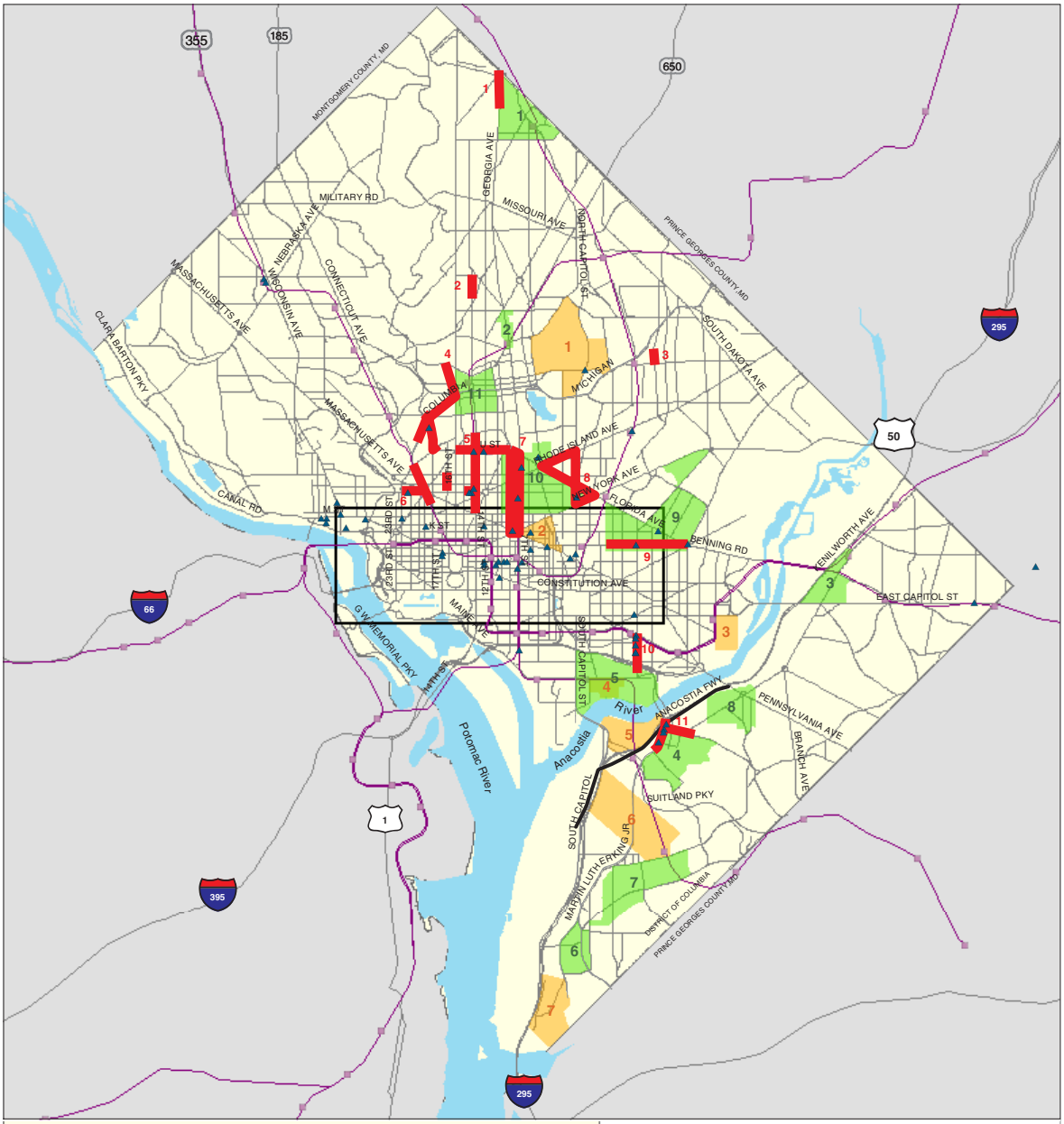
Figure 16
Economic Development Project Areas



Main Street Initiatives
1. Gateway Georgia Ave.
2. 14th St Heights
3. Brookland
4. Adams Morgan
5. 14th / U
6. Dupont Circle
7. Shaw
8. North Capitol
9. H Street
10. Barracks Row
11. Anacostia

SNIP Areas
1. Takoma
2. Georgia Petworth
3. Minnesota/Benning
4. Anacostia
5. Near Southeast
6. Bellevue
7. Congress Heights
8. Penn Ave SE/Fairlawn
9. H St NE/Ivy City/Trinidad
10. Shaw Howard U/Le Droit Park
11. Columbia Heights
10. Barracks Row
11. Anacostia

New Potential Neighborhoods
1. Soldiers and Airmens House
2. Mt Vernon Triangle
3. Reservation B
4. SE Federal Center
5. Poplar Point
6. St. Elizabeths West
7. DC Village

Figure 16
Development Project Areas

- District Awarded Main Street Initiatives
- DC Marketing Center-Promoted Addresses for Additional Development
- District Designated New Potential Neighborhoods
- District Designated Strategic Neighborhood Investment Program
- Metro Station
- Metrorail System

N

Miles
0 0.5 1 2

Source Data:
Parcels – DC Marketing Center (2004)
New Potential Neighborhoods – DC Office Of Planning (2004)
Main Street Initiatives – DC Mayors Office (2004)

3.5 PUBLIC INSIGHTS AND PREFERENCES

Through a series of outreach events, the general public and stakeholder agencies have expressed their preferences on the location of future transit investments. The explanations for each recommendation range from the desire to facilitate intra-city circulation; to provide direct service where the Metrorail system does not currently run; to the wish to support neighborhood and community initiatives with a public investment in infrastructure. Figure 17 is a graphic representation of the public comments that have been received.

4.0 STATEMENT OF NEEDS

4.1 NEEDS SUMMARY

Based on the analyses outlined in the previous sections, the following statement of transportation needs has been developed for the District of Columbia. This statement of needs provides the framework for the identification of corridors to be considered for more detailed analysis in the next steps of the project development process. The statement of needs contains the following elements:

- Congestion: The transportation network in DC is characterized by limited opportunities for highway or street expansion due to environmental and density constraints.

- Capacity/Convenience/Coverage: The Metrorail system serves several parts of the City effectively, but there are still large gaps in service coverage. Local bus service can be effective in providing neighborhood circulation or connections to the Metrorail system, but it is not the most effective means for moving large volumes of riders through high-demand corridors. The degenerating traffic conditions also reduce bus service effectiveness, as bus passengers are ultimately inconvenienced by the same traffic conditions as private automobiles. In addition, both the Metrorail and Metrobus systems are approaching their maximum capacities.

- Access to Jobs: District residents require more direct access to local and regional job concentrations.

- Growth: The District has been actively engaged in community and economic development efforts to target areas that could be redeveloped to help accommodate the 100,000 additional residents the District government would like to attract to the City.

- Mobility: Current and future District residents need transit services that will extend the reach of existing transit services to communities and for trip purposes that are currently underserved. There is a need for high-capacity transit service that can offer cross-town trip patterns and more direct connections across the Anacostia River without forcing a transfer. There is also a need to serve non-work trips made by neighborhood residents and visitors to destinations located in different parts of the City.

- Economic development: There are mutual benefits to be obtained by supporting community development initiatives with transit investments. The developing areas receive the advantage of convenient transportation to a variety of destinations. At the same time, the transit investment will benefit from the built-in ridership base associated with the redevelopment areas. .

As is shown in Figure 18, several corridors have been identified in previous studies as candidates for additional transit improvements. To assess their potential to meet the District's needs, a set of Needs Indicators, based on the Goals and Objectives and the identified needs were applied to each corridor. The following section presents the needs indicators and the results of their application to the corridors that have been recommended for additional transit investments in past studies.

Figure 17
Public Insights and Preferences

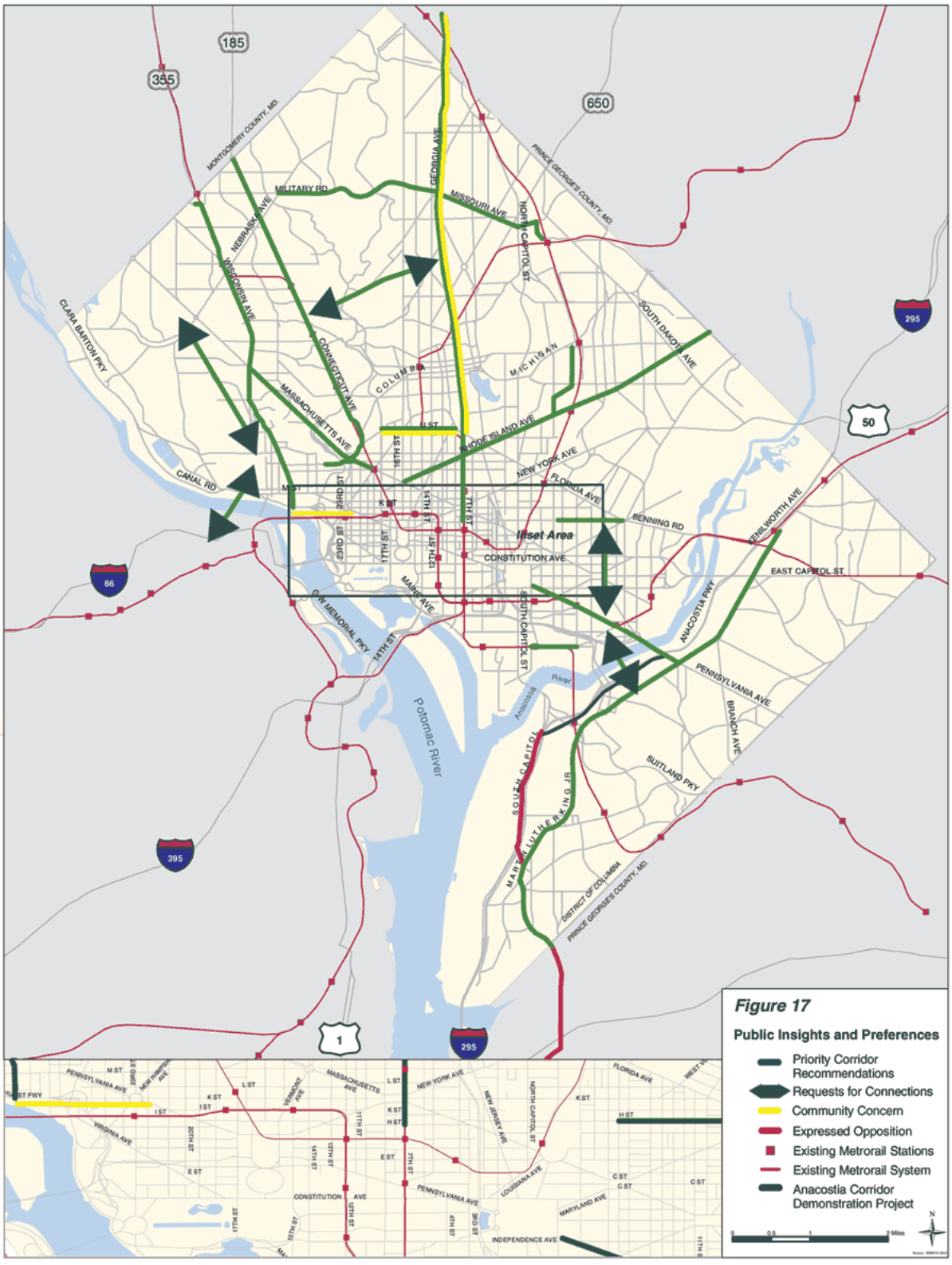
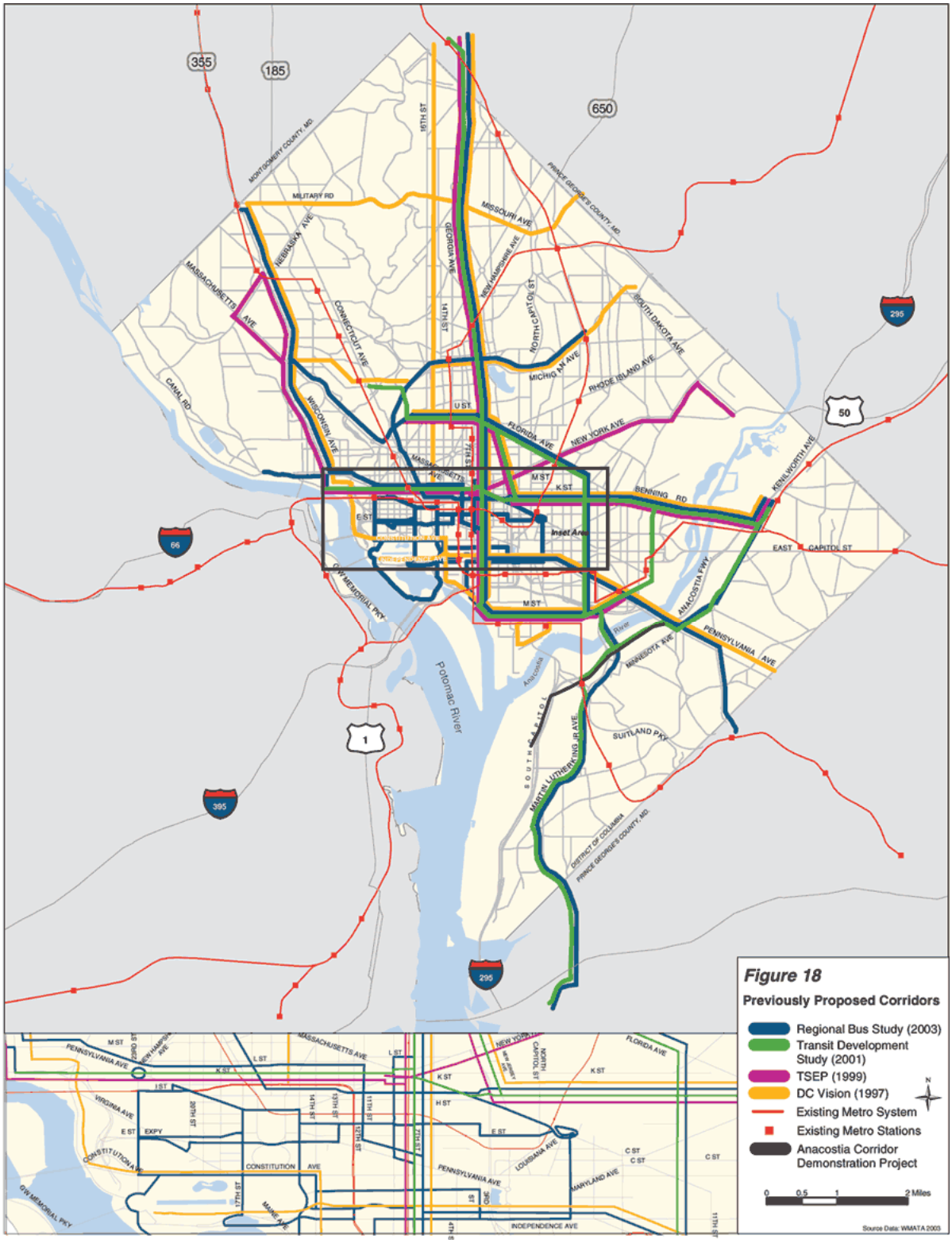


Figure 18
Previously Proposed Corridors



4.2 NEEDS INDICATORS

This section describes each of the needs indicators in terms of its data source. The full application of the needs indicators to each corridor, in an analysis by City sub-area, is presented in Appendix C. Table 7 illustrates how each project goal was translated into a set of needs indicators to be applied to each previously proposed priority corridor.

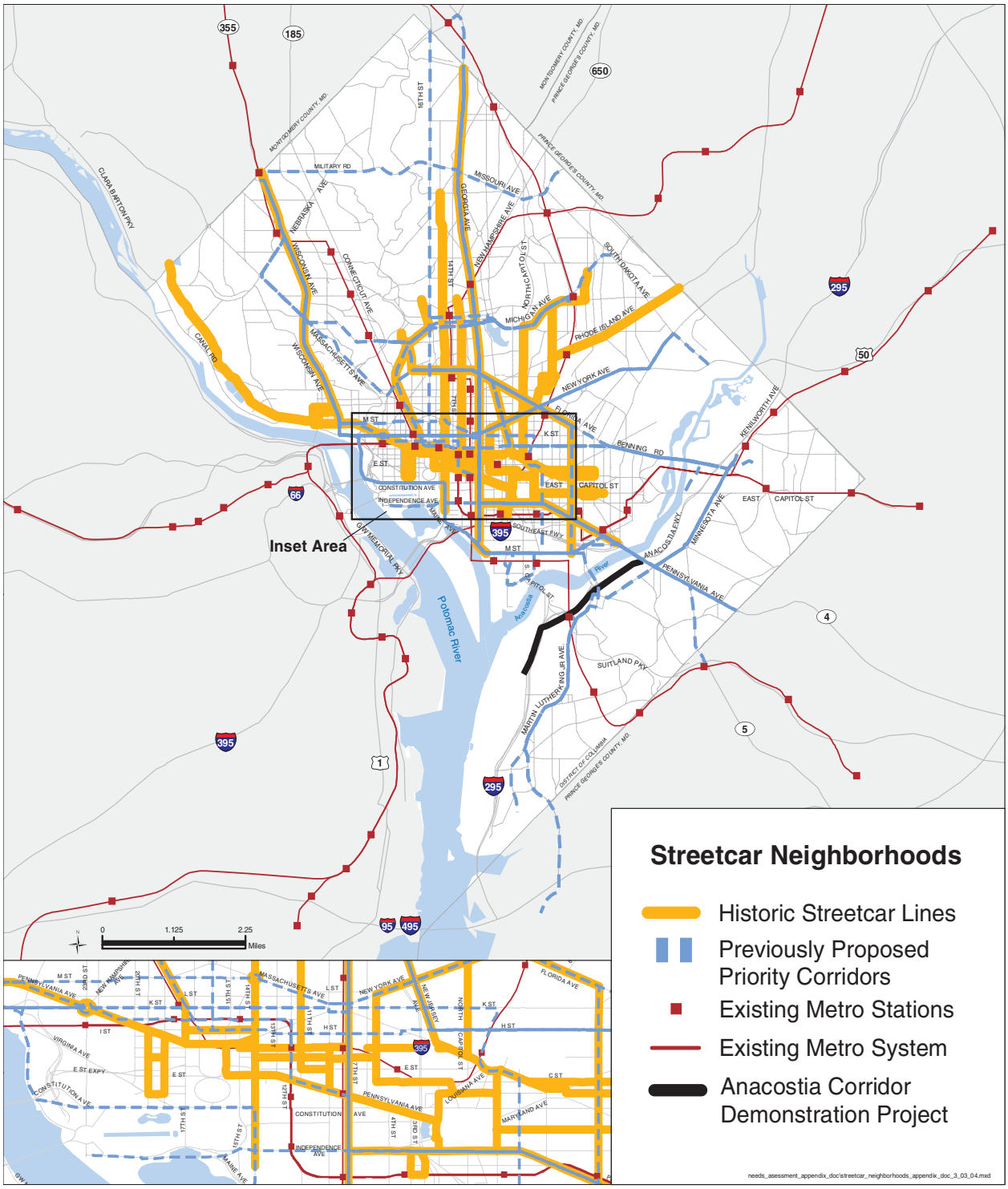
Table 7
Goals, Objectives and Needs Indicators

Goal	Indicator	Data
Access and Mobility	Access	% employment within 40 minutes by transit
	Mobility	Peak service frequencies of 6 minutes and greater
	Riders	Average daily ridership on existing bus routes in the corridor
Community and Economic Development	Growth	Proximity to underdeveloped areas
	Public	Recommended by the general public and/or cooperating agencies
	Plans	Recommended in prior DDOT, WMATA, or other District agency plans
System Performance	Capacity	Additional transit could relieve congestion and add capacity to existing transit corridors
Environmental Quality	Streets	Located in a historic streetcar neighborhood where the built environment has developed to support past transit investments

- Access was measured by utilizing the 2000 MWCOG model and Census 2000 data to quantify the percentage of District employment within travel time ranges of each District TAZ. It is reported in total trip time, including the actual trip by transit as well as walking and waiting time.
- Mobility was measured by utilizing the current Metrobus schedules to identify those corridors that overlap with existing bus route trunks (with 6 minute peak hour frequencies or greater).
- Capacity was measured by utilizing basic geographic information to compare the location of existing Metrorail lines and major bus routes that could benefit from increased capacity and decreased congestion.

- Plans were consulted by comparing the dates of each planning recommendation and the frequency with which each corridor was proposed for additional transit improvements.
- Public comments were collected during public outreach events and activities to determine the public's current vision for where additional transit service would be most beneficial to the community.
- Growth potential was evaluated by identifying development project areas that will attract future population and employment.
- Streetcar neighborhoods were located using the historic streetcar map to compare the proposed corridor locations to the locations of the historic streetcar lines. The historic streetcar line locations correspond to areas where the built environment would support a future transit investment and/or areas that have grown to become vital or developing commercial corridors. Figure 19 depicts the locations of historic streetcar neighborhoods.

Figure 19
Historic Streetcar Neighborhoods



5.0 CORRIDOR RECOMMENDATIONS

When the Needs Indicators were applied to each corridor previously recommended for future transit investment and the results were compared, six corridors were identified as priority corridors for immediate further study. The six priority corridors are as follows:

- Silver Spring to Anacostia
- Minnesota Avenue to National Harbor
- Woodley Park to Stadium Armory
- Georgetown to Stadium Armory
- Woodley Park to Brookland and
- Wisconsin Avenue NW

More detail on how these corridors were selected is outlined in Appendix C.

5.1 CORRIDOR REVISIONS

To confirm the selection of the six corridors noted above, the corridor recommendations were presented to District and agency planners as well as to neighborhood and community leaders in a series of focus groups and workshops. This collaboration resulted in two major outcomes: 1) identification of near and long term priorities for the corridors selected as well as the identification of additional corridors and 2) the identification of alignment options and future connections. These areas are discussed in greater detail below.

5.1.1 Near and Long Term Priority Corridors

Because many of the additional corridors identified during this vetting process exhibited some of the needs that characterized the six original priority corridors, the entire universe of corridors were grouped into “near term” and long term” priority corridors. The six identified priority corridors were designated as near term priority corridors, to be immediately advanced for further study in the Alternatives Analysis, while other promising corridors were designated as Long Term Priority Corridors, to be designated in the District of Columbia State Transportation Plan as well as in the District’s Comprehensive Plan. Figure 20 depicts the near and long term priority corridors.

5.1.2 Alignment Options and Future Connections

Although each of the six near term priority corridors is being advanced for further study, the collaboration between agency and District planners resulted in a shift of the focus of the study itself. Rather than concentrating on the corridors as fixed units, the study will focus on the critical connections the future system should make. For that reason, additional alignment options will be considered that connect the northern and southern portions of Capitol Hill. In addition, a variety of Potomac and Anacostia River crossings will be considered. Figure 21 depicts the Near Term Priority Corridors as revised to include the additional considerations that will be carried forward into the next phase of the study.

Figure 20
Near and Long Term Priority Corridors

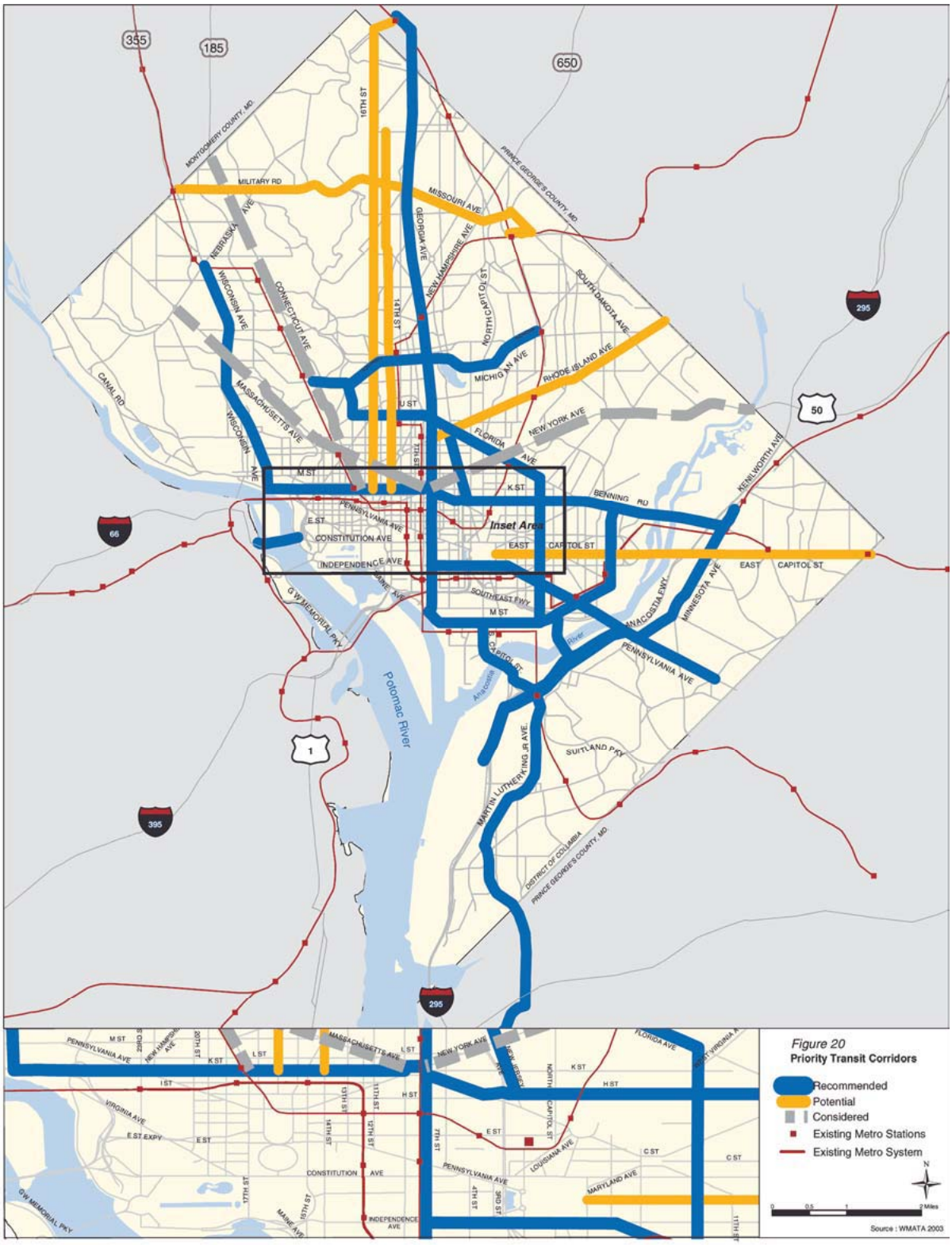
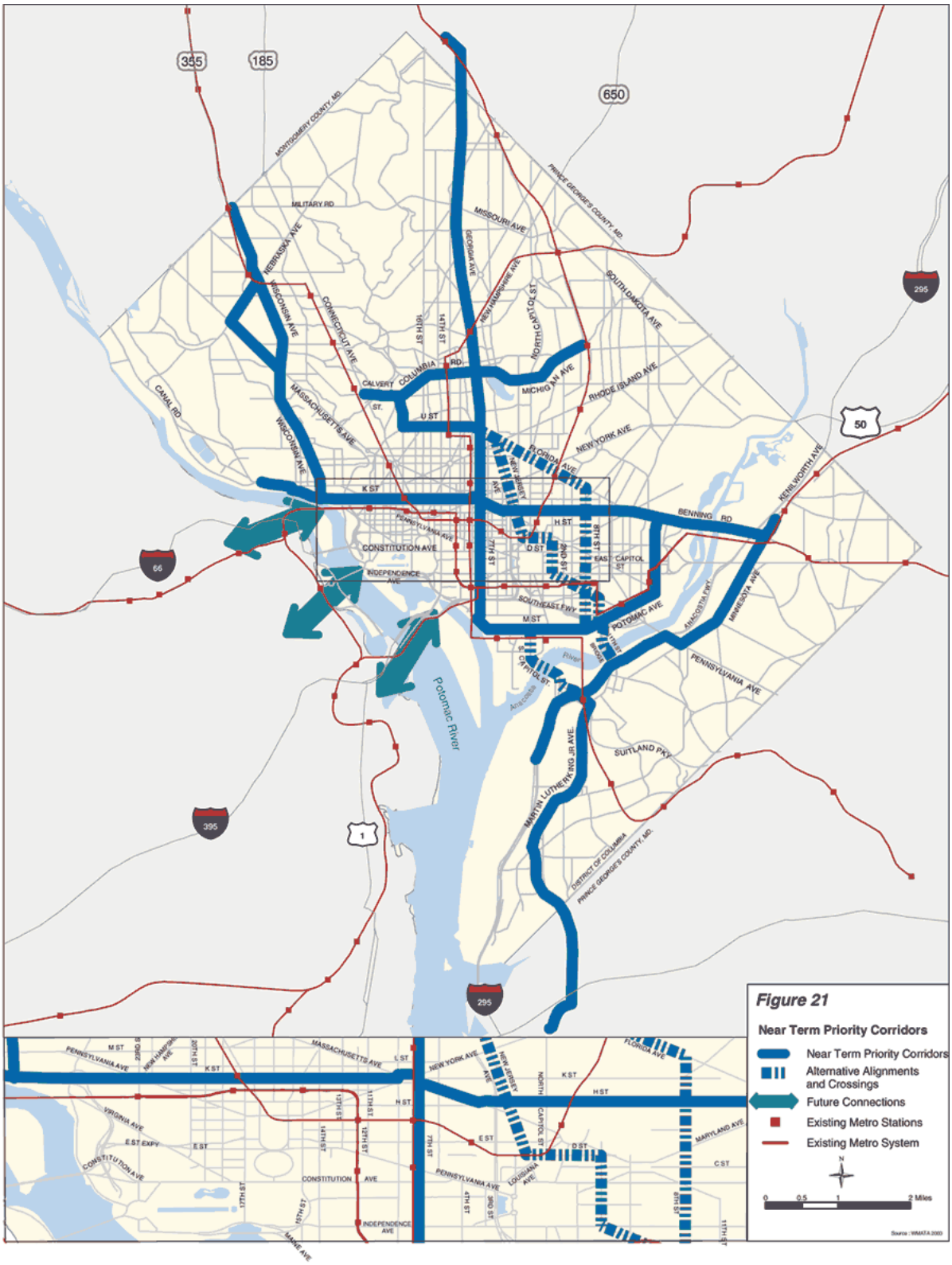


Figure 21
Near Term Priority Corridors



APPENDIX A: TRAVEL TIME ANALYSIS

Two sets of maps were completed to assess transit travel times to regional and District employment, and to key District activity centers. The purpose of this analysis is to identify the relative competitiveness of transit for work commutes and to identify parts of the city where transit is truly not a viable alternative for mobility purposes. The individual activity center maps also show the ease with which activity centers outside of downtown can be accessed by transit.

Access to Employment

To evaluate and compare District residents' access to regional and local employment, quantitative analysis was conducted using the 2000 MWCOG transportation model, using the 6.3 version population and employment forecasts. Two maps were completed. The analysis in the first map measured the percent of regional employment that is within 60 minutes of transit travel time for each TAZ in the District of Columbia (the region considered in the maps is the WMATA Service Area, including future Metrorail extensions). The second map shows the percent of Washington DC employment within 40 minutes of travel time, for each TAZ (the transit travel times are presented in terms of total trip times, which includes access to transit, waiting, and actual travel time. Waiting time has been weighted at 2.5 times actual time to reflect the negative impacts to passengers who must transfer or who are served by less frequent or less direct transit service).

Because the maps portray total trip time using transit, they are not necessarily reflective of actual trip time. For example, according to the weighted calculations, in some cases it would be possible to walk from zone to zone in less time than it would require using transit. Therefore, the maps should be utilized as a comparative measure of passenger access to transit and destinations rather than a literal depiction of what potential passengers actually do.

The maps show significantly varying access to jobs by transit. For example, passengers starting their trip in central Washington DC can reach 50-75% of regional employment within 60 minutes. By contrast, passengers starting their trip on northern Georgia Avenue near Walter Reed Hospital or in northeast Washington near the Ivy City/Trinidad neighborhoods can reach only a maximum of 10% of the region's employment within an hour of transit trip time.

In the maps, the areas serviced by Metrorail are easy to identify by their comparatively greater access to employment. The Access to Regional Employment Map is shown in Figure 1, and Access to District Employment is shown in Figure 2. Figure 1 uses a time limit of one hour because of the greater geography considered, whereas Figure 2 uses a time limit of 40 minutes to reflect the more constrained geography considered in the map.

Figure 1: Access to Regional Employment by TAZ

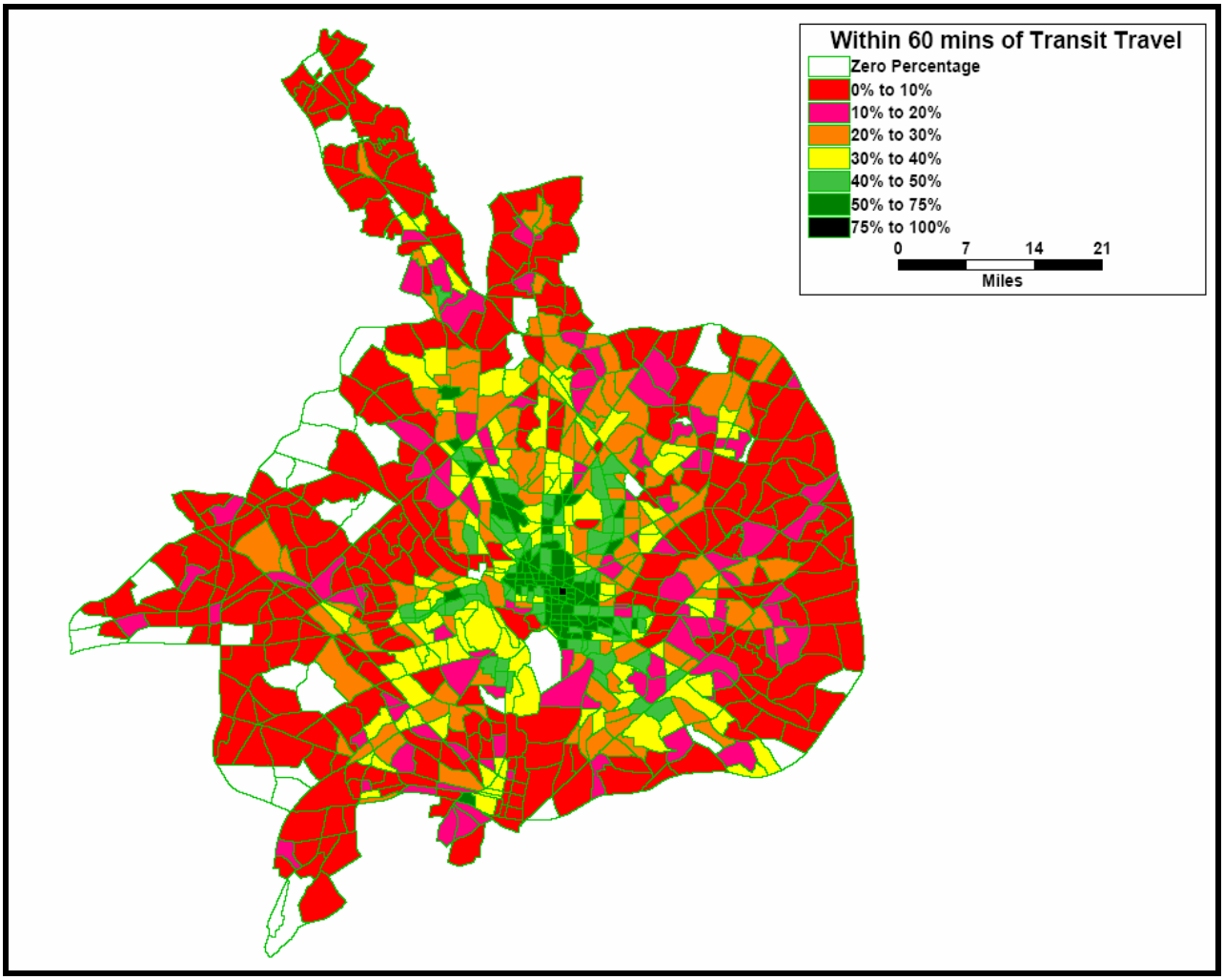
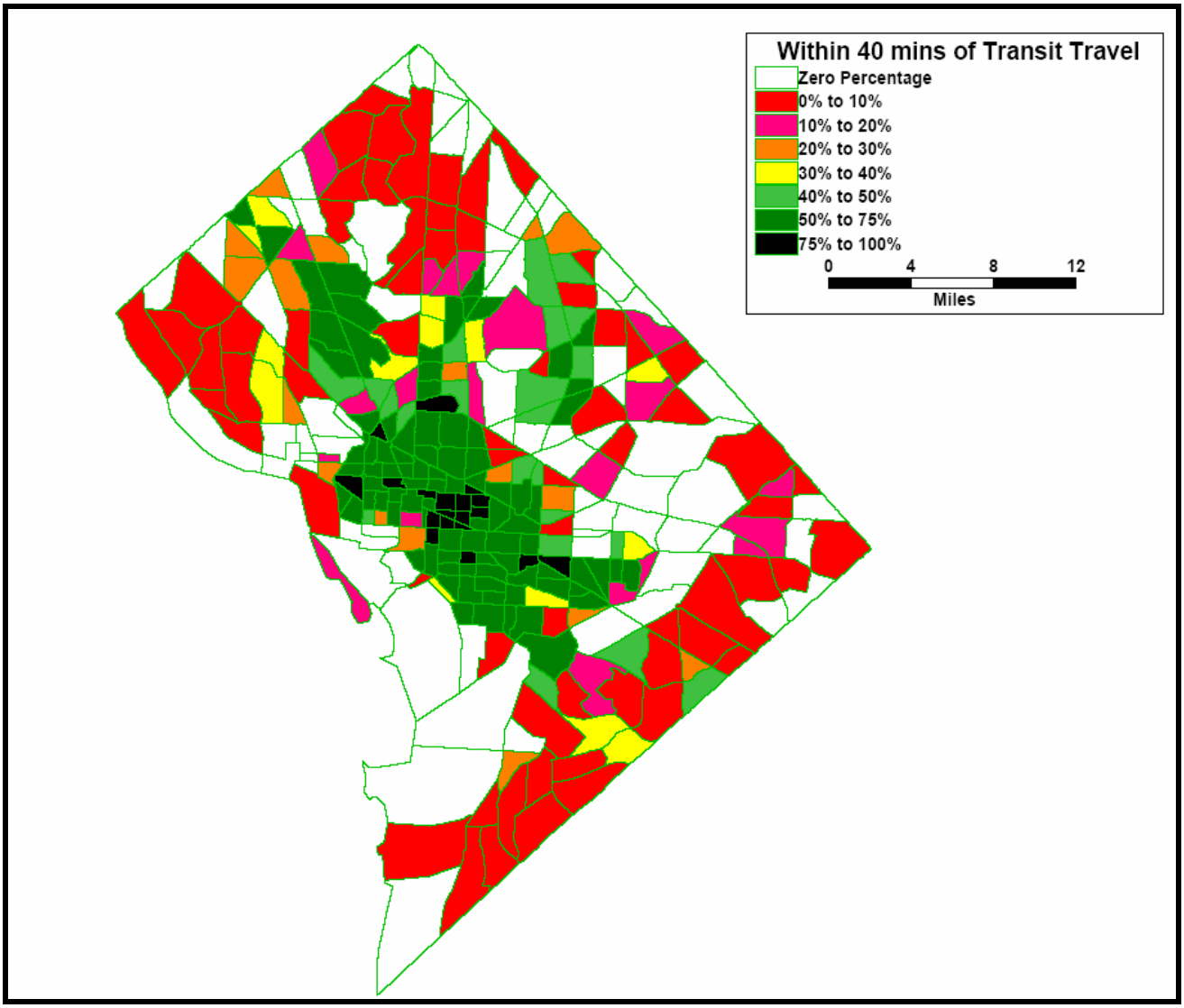


Figure 2: Access to District Employment by TAZ



Access to Selected Destinations

The maps in this analysis illustrate the amount of the District that is accessible to selected activity centers within different transit travel time ranges. As can be seen In Figures 3 through 14, the activity centers served by Metorail are accessible to many more District neighborhoods than those that rely solely on Metrobus access. This is partly because the Metrobus system operates on District streets rather than in dedicated right-of-way. As was described in Section 2 of the Needs Assessment, the District street network is both interrupted by a series of natural and constructed barriers, and congested by growing volumes of automobile traffic. Figure 15 summarizes the results of these maps into tabular form.

Figure 3: Access to 20th and M by TAZ

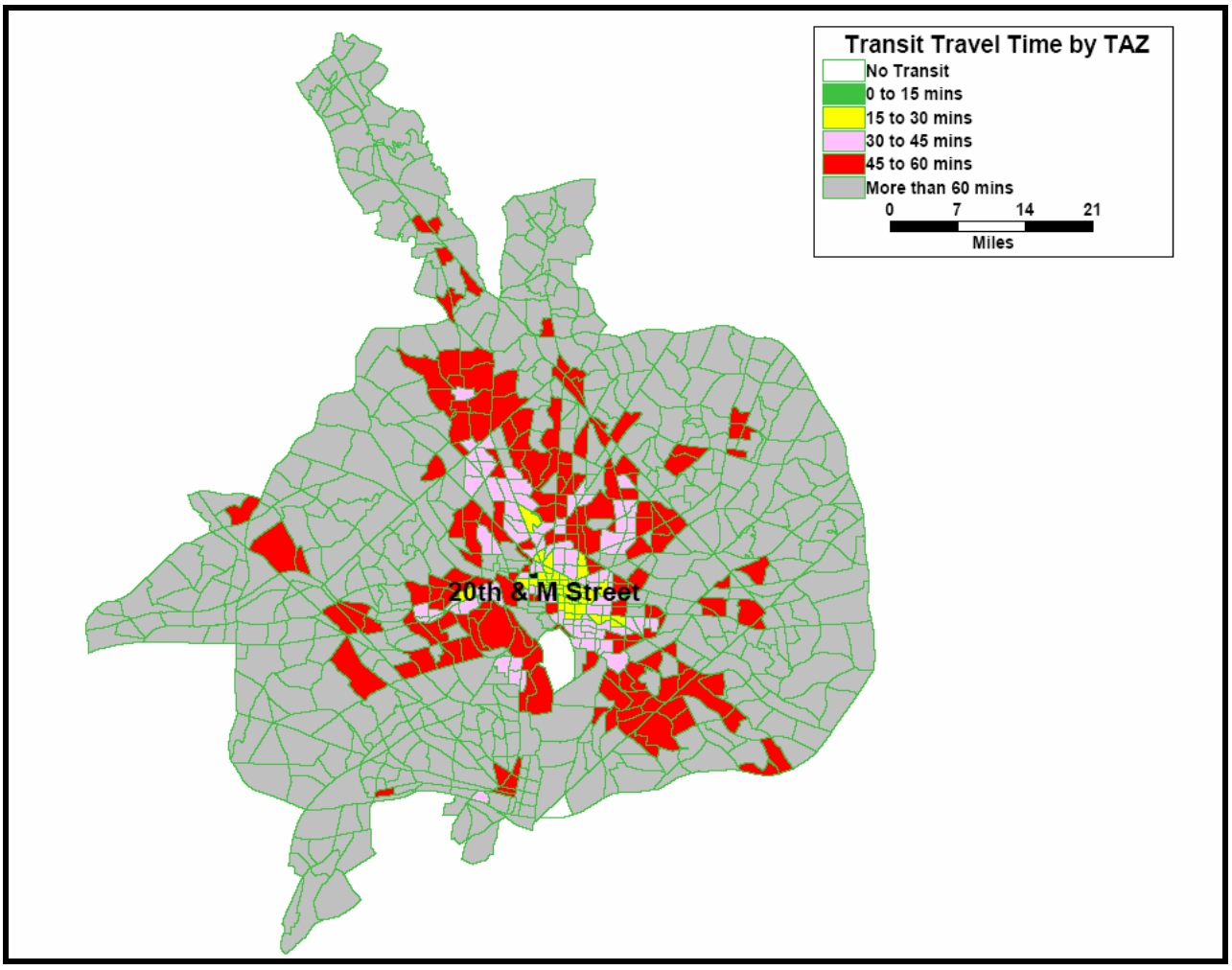


Figure 4: Access to Adams Morgan by TAZ

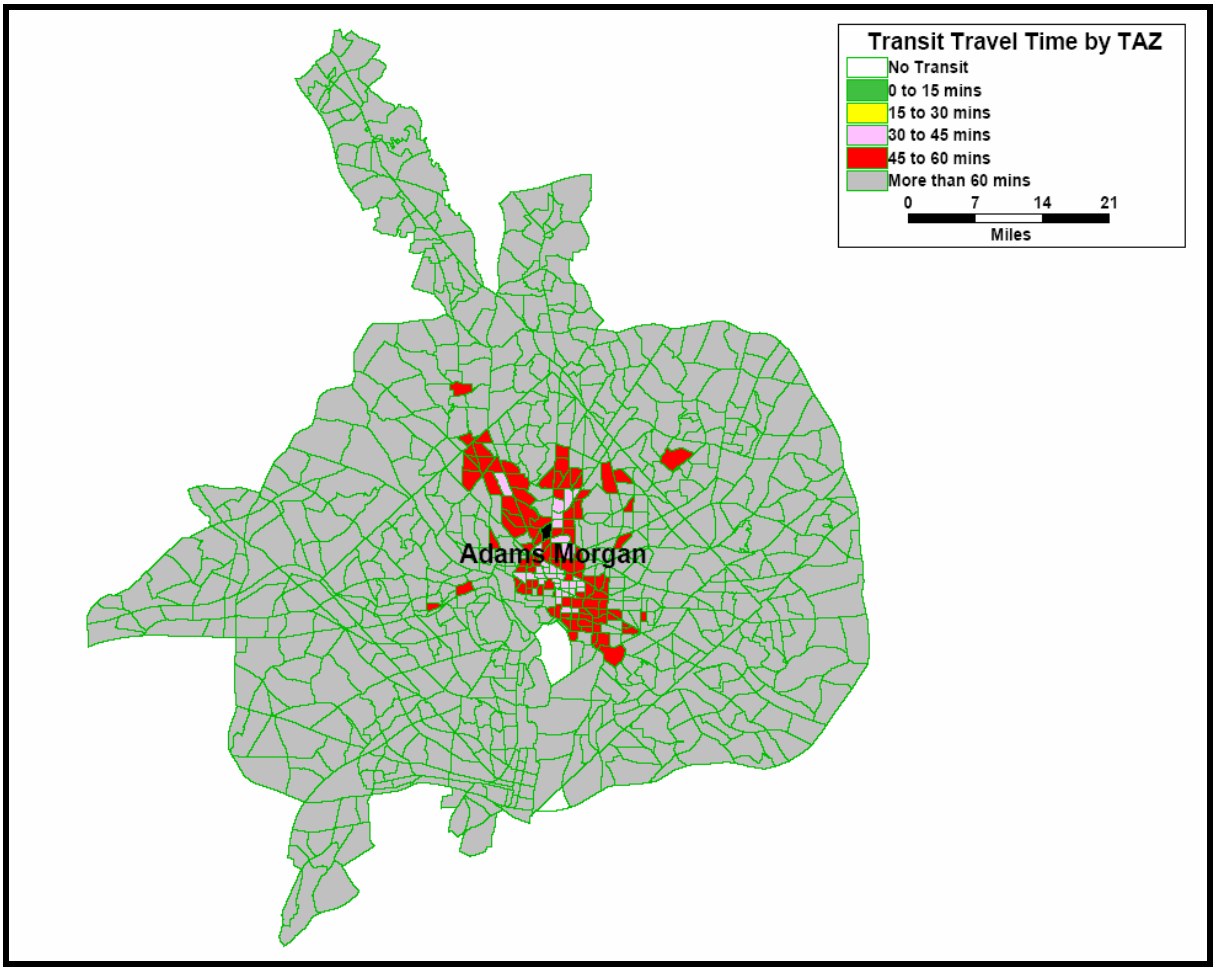


Figure 5: Access to American University by TAZ

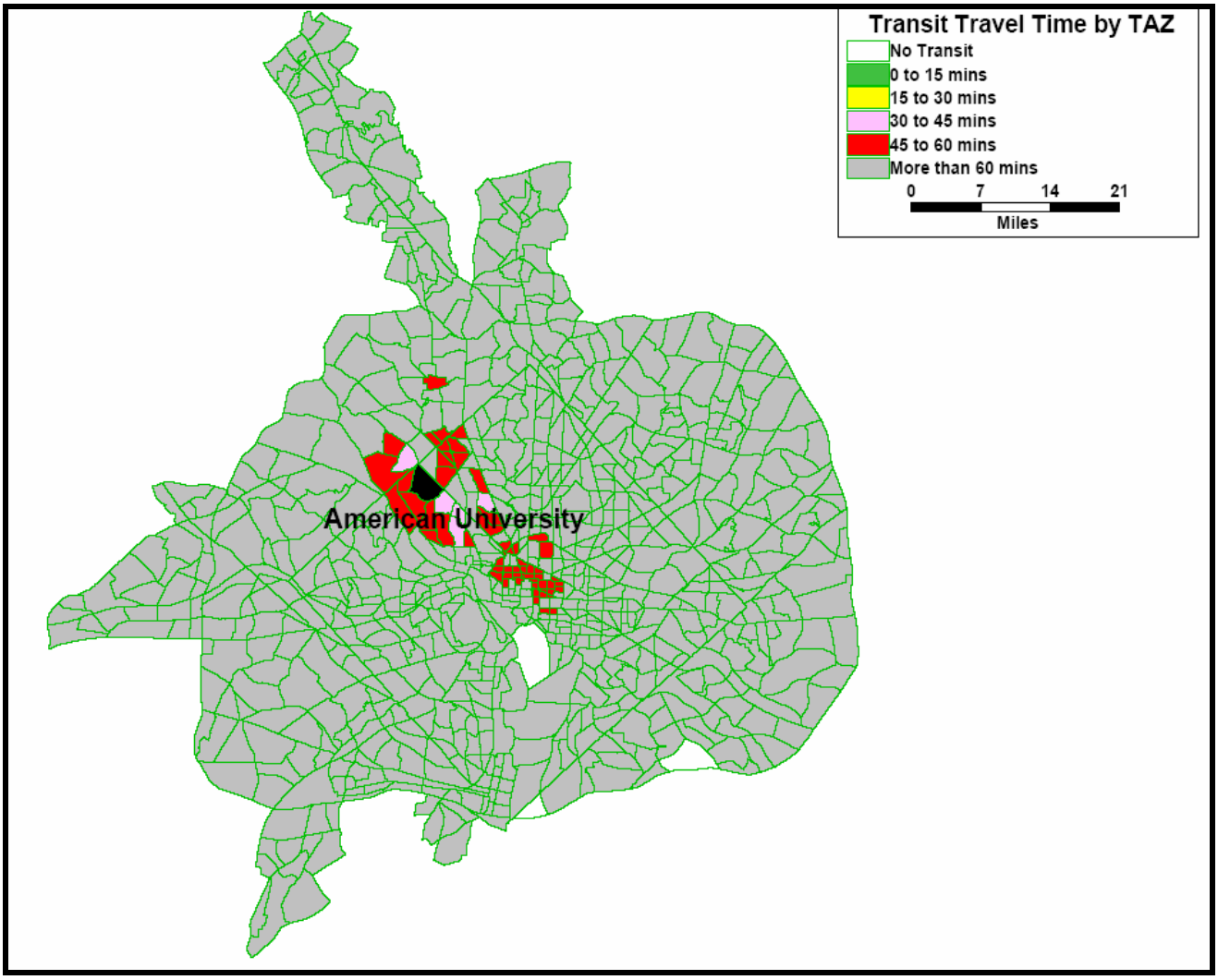


Figure 6: Access to Bolling Air Force Base by TAZ

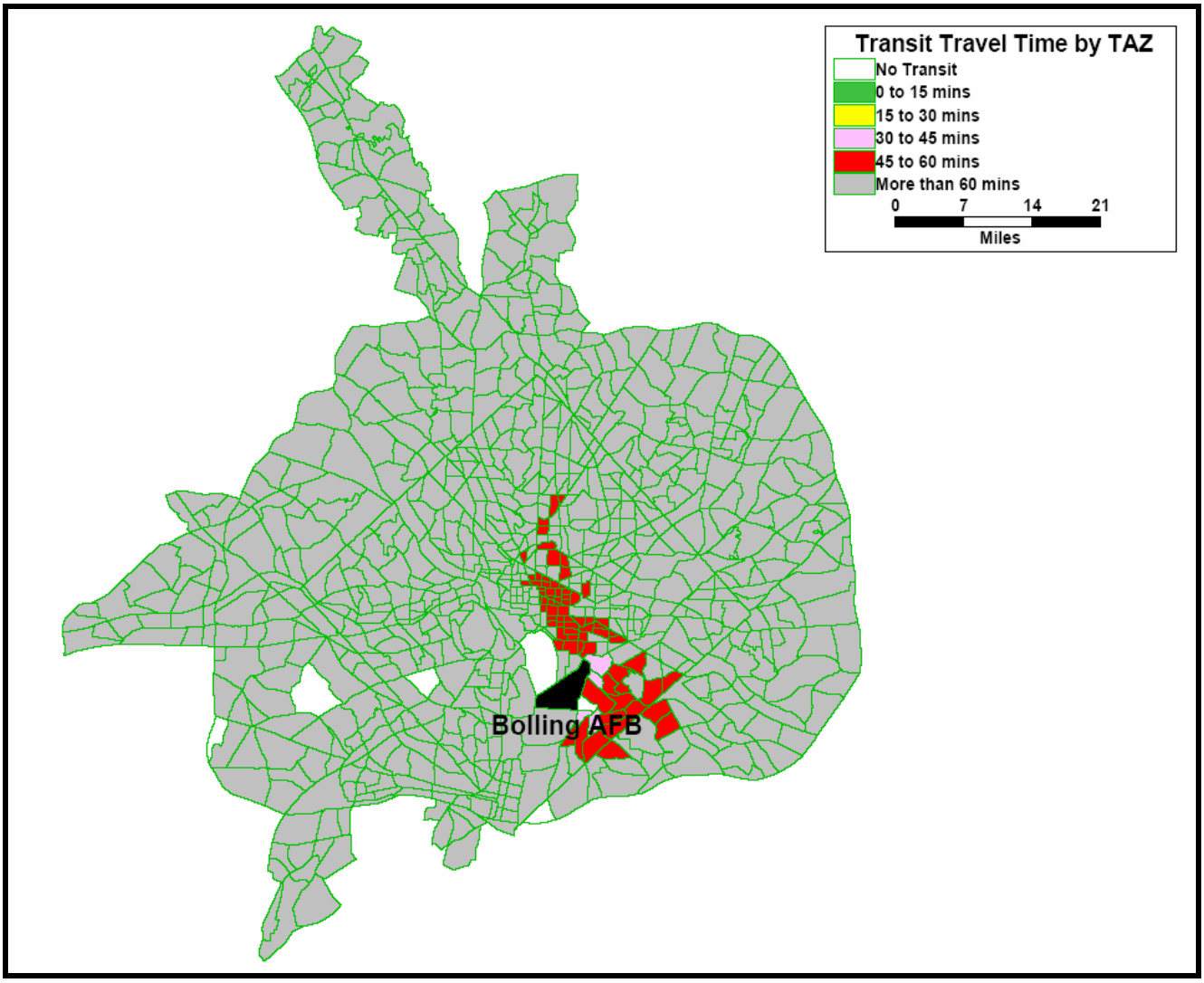


Figure 7: Access to Brookland Catholic University by TAZ

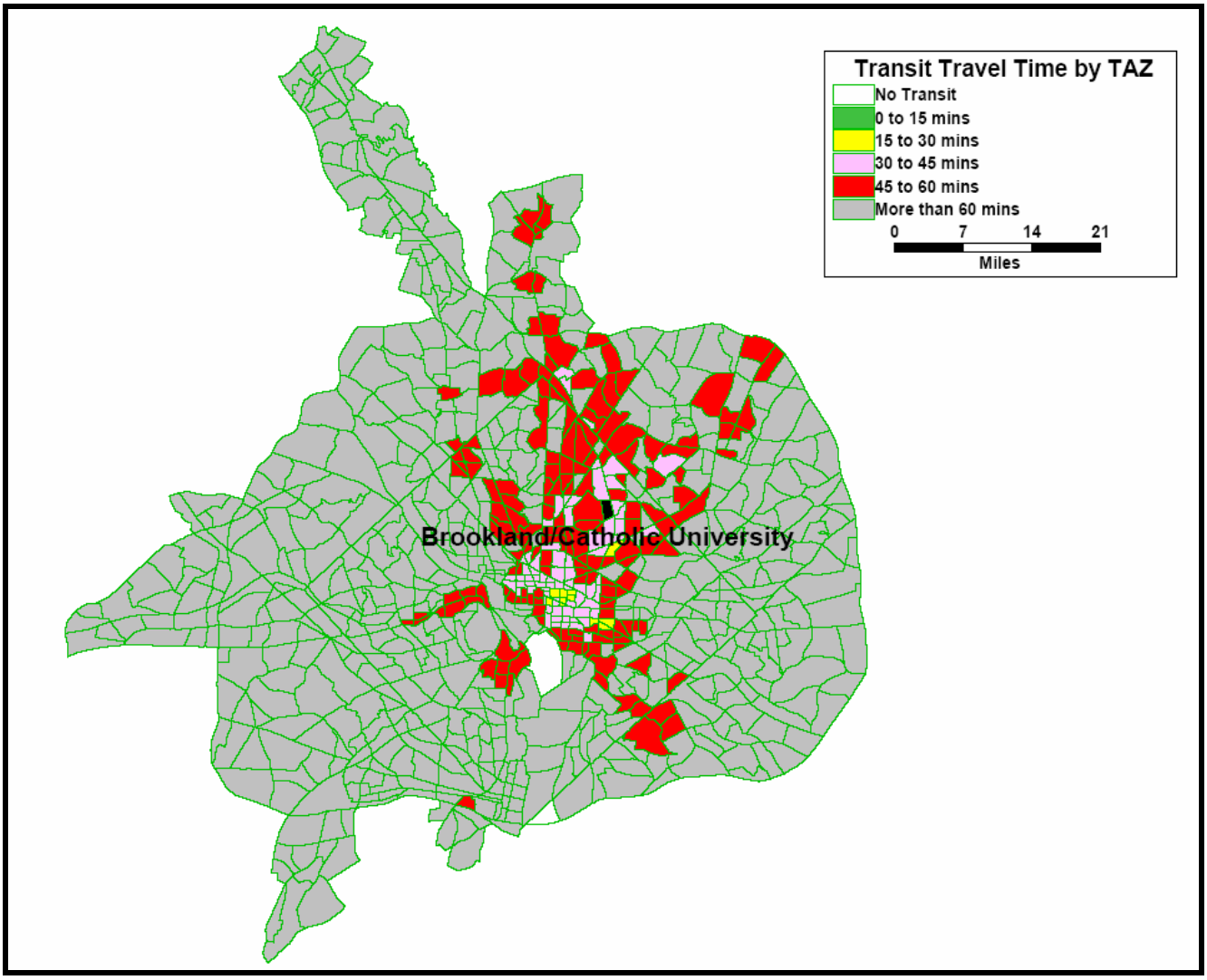


Figure 8: Access to Capitol Hill by TAZ

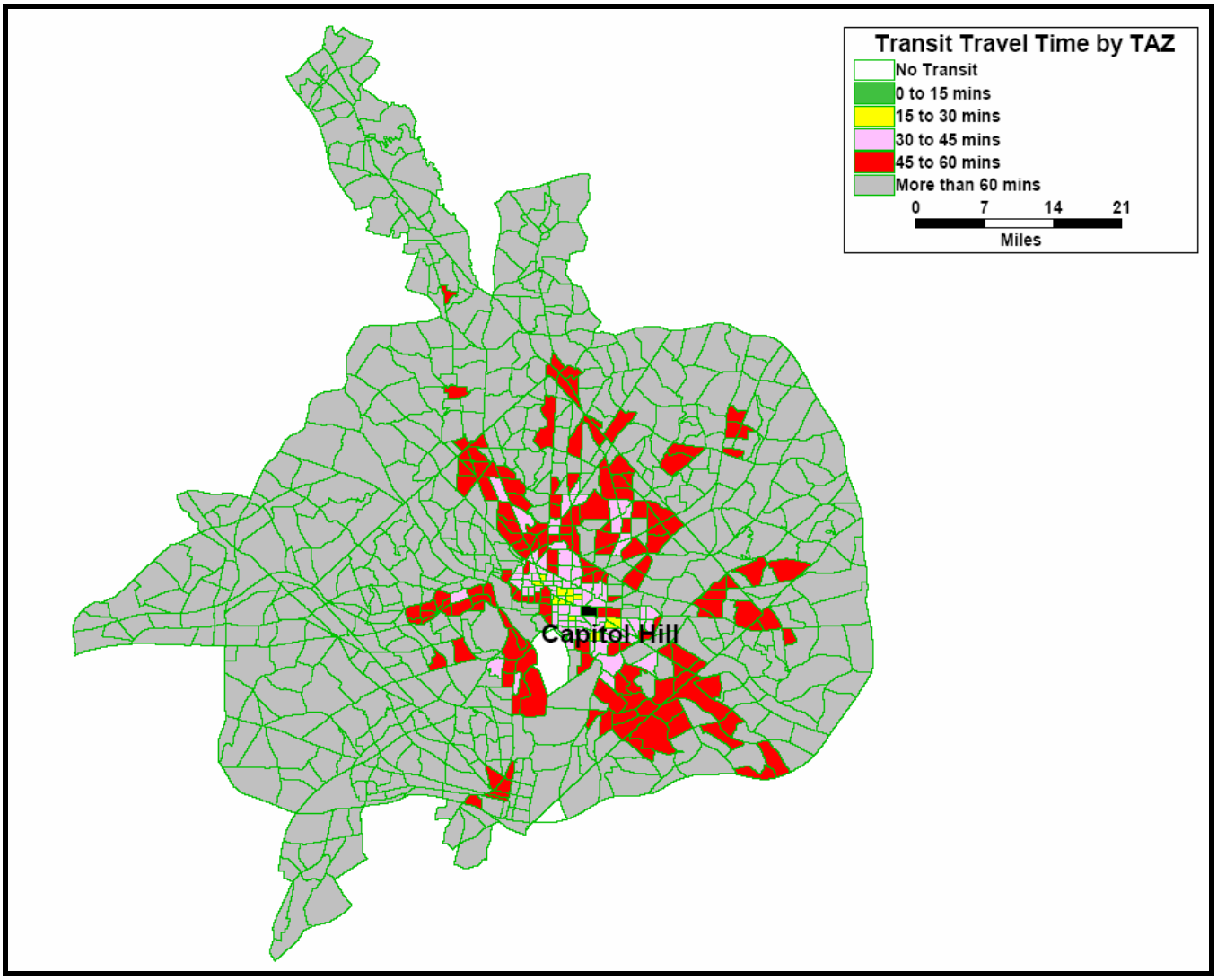


Figure 9: Access to Georgetown by TAZ

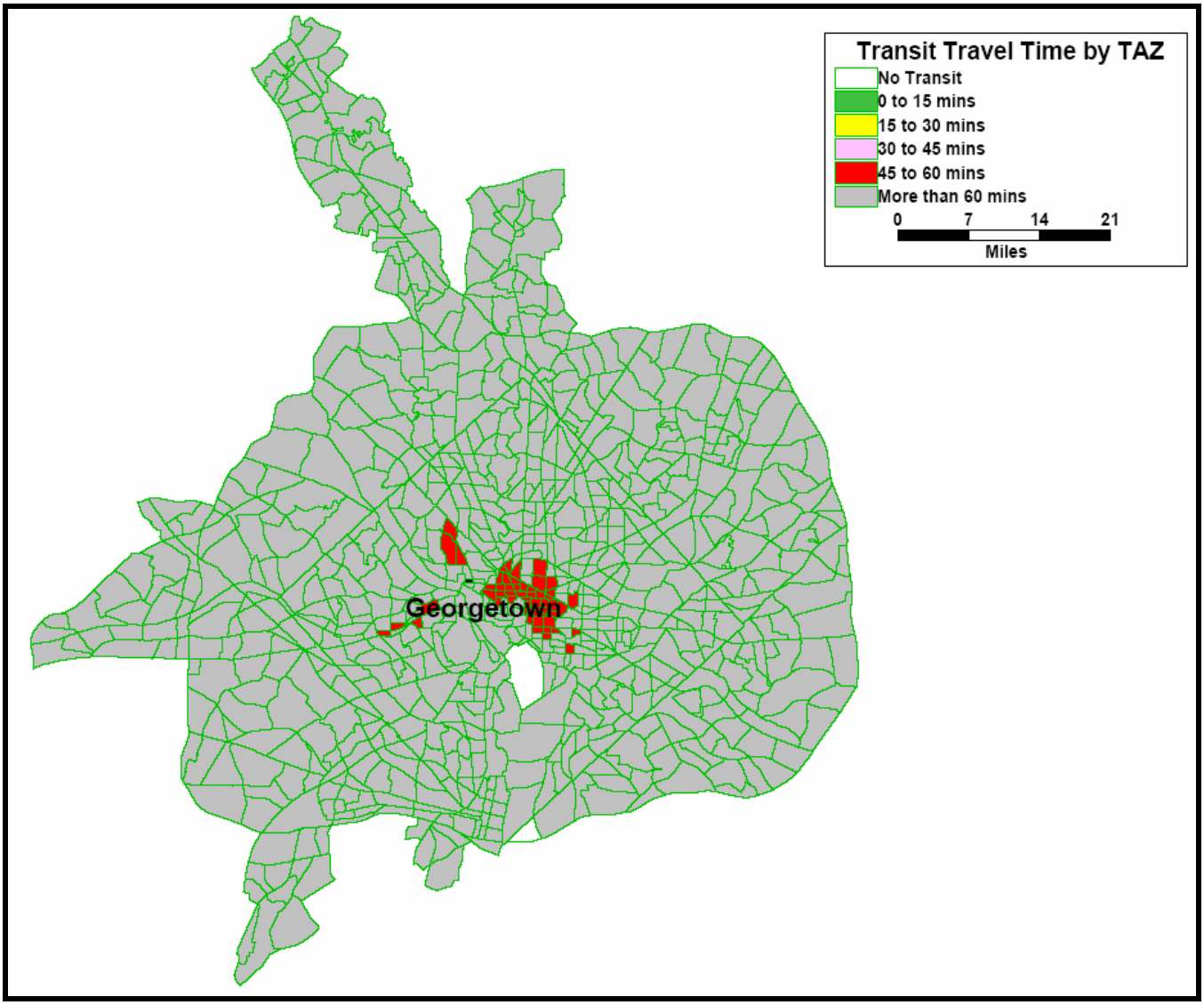


Figure 10: Access to Hospital Center by TAZ

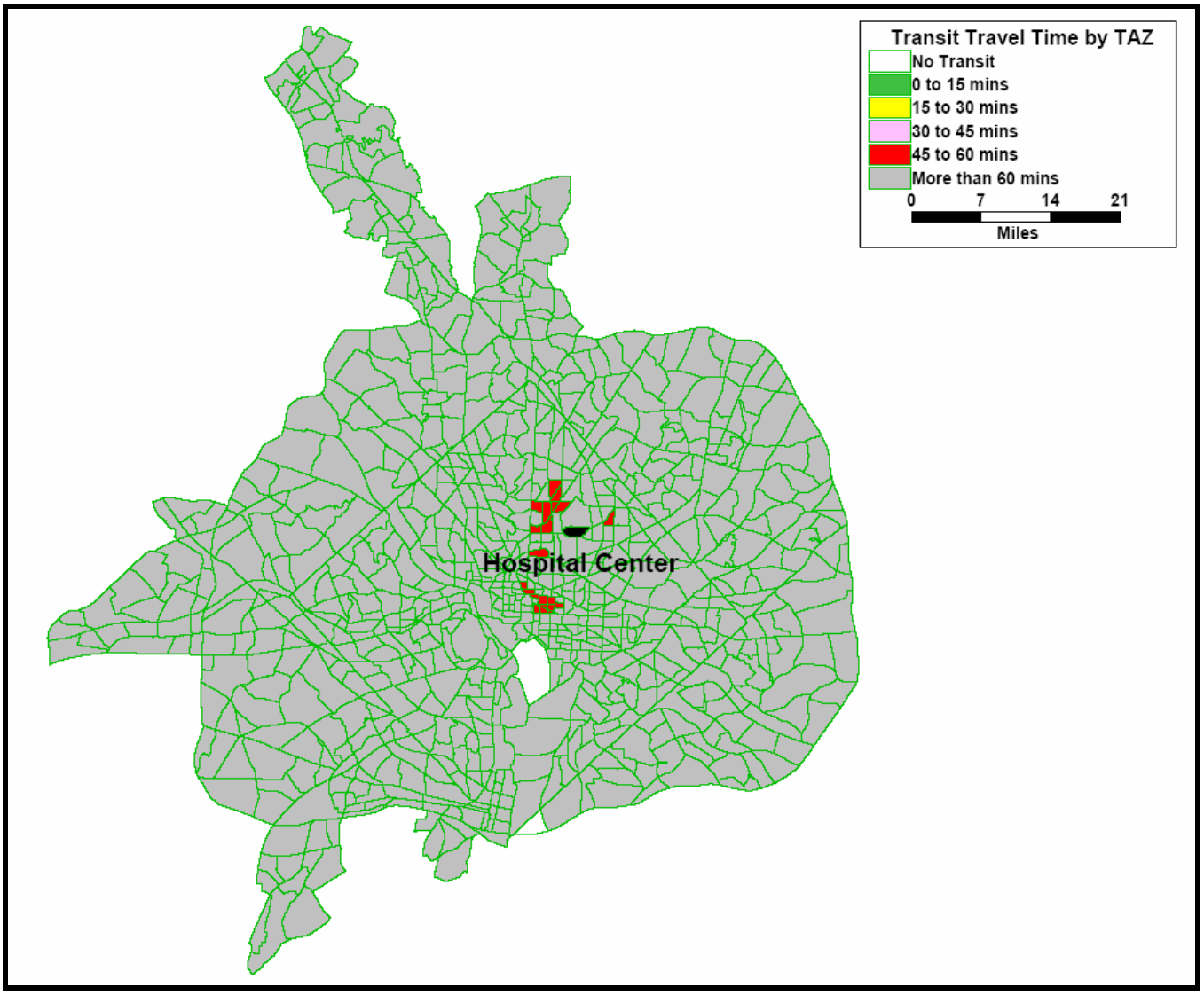


Figure 11: Access to L'Enfant Plaza by TAZ

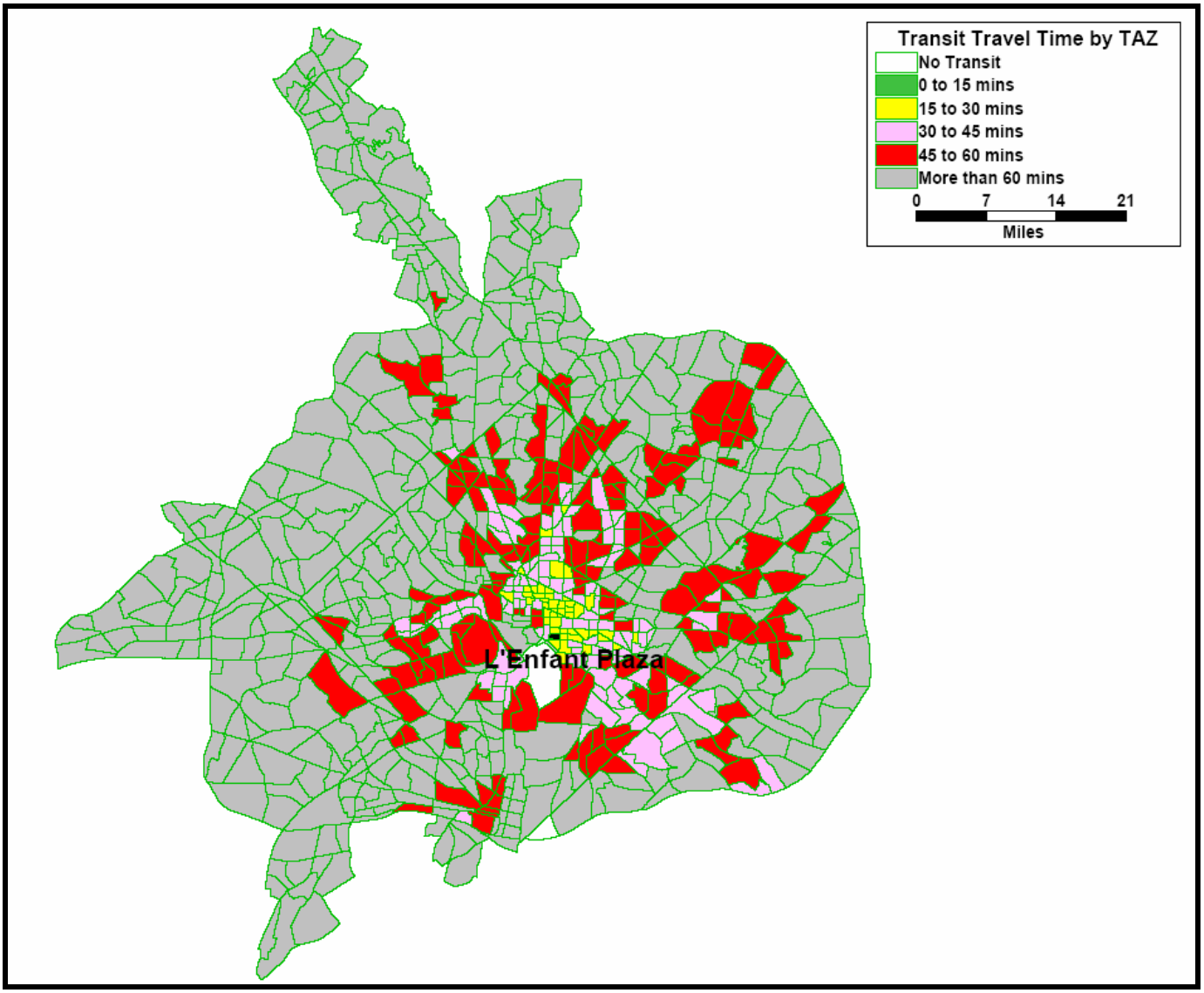


Figure 12: Access to Metro Center by TAZ

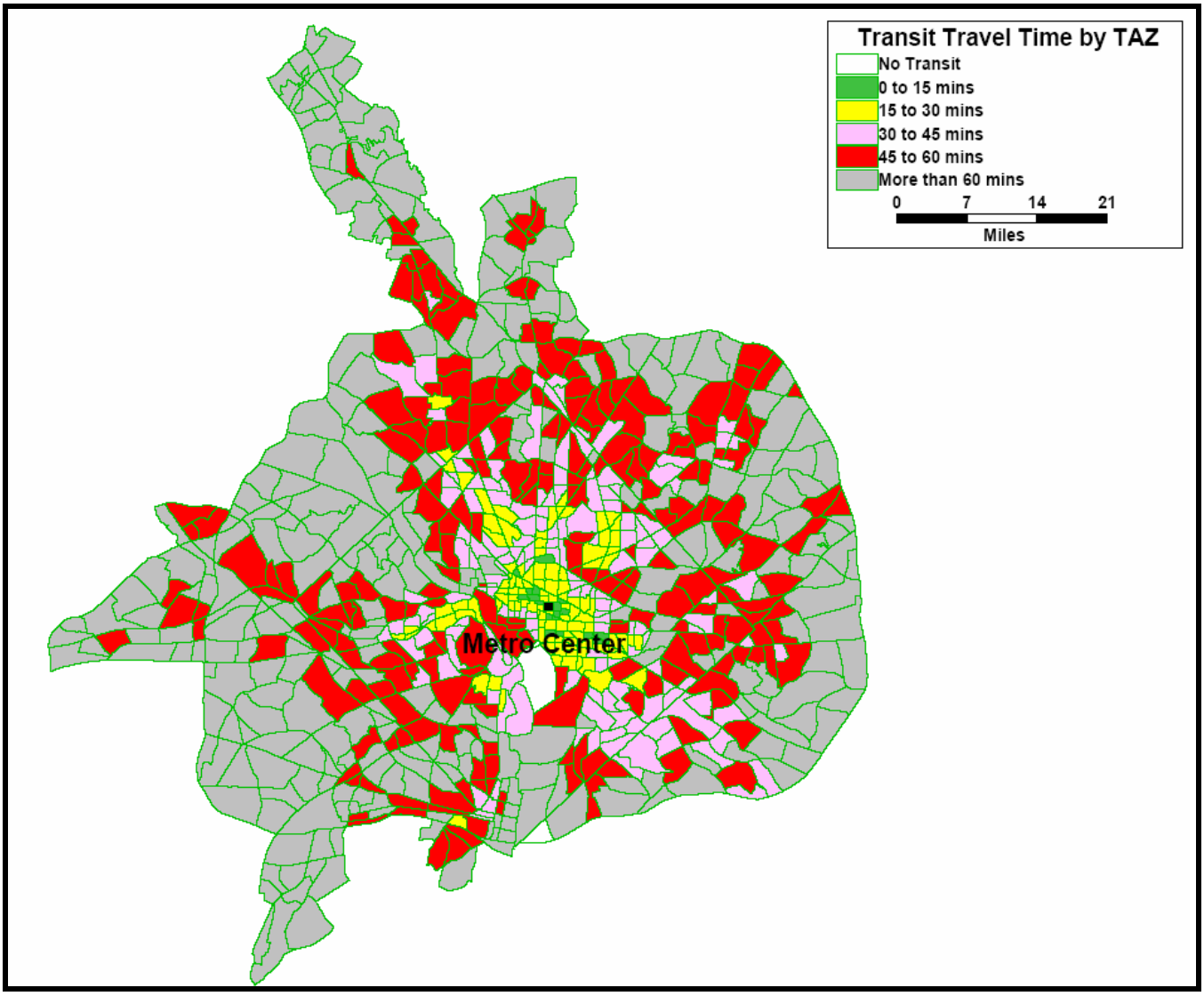


Figure 13: Access to Southeast Federal Center by TAZ

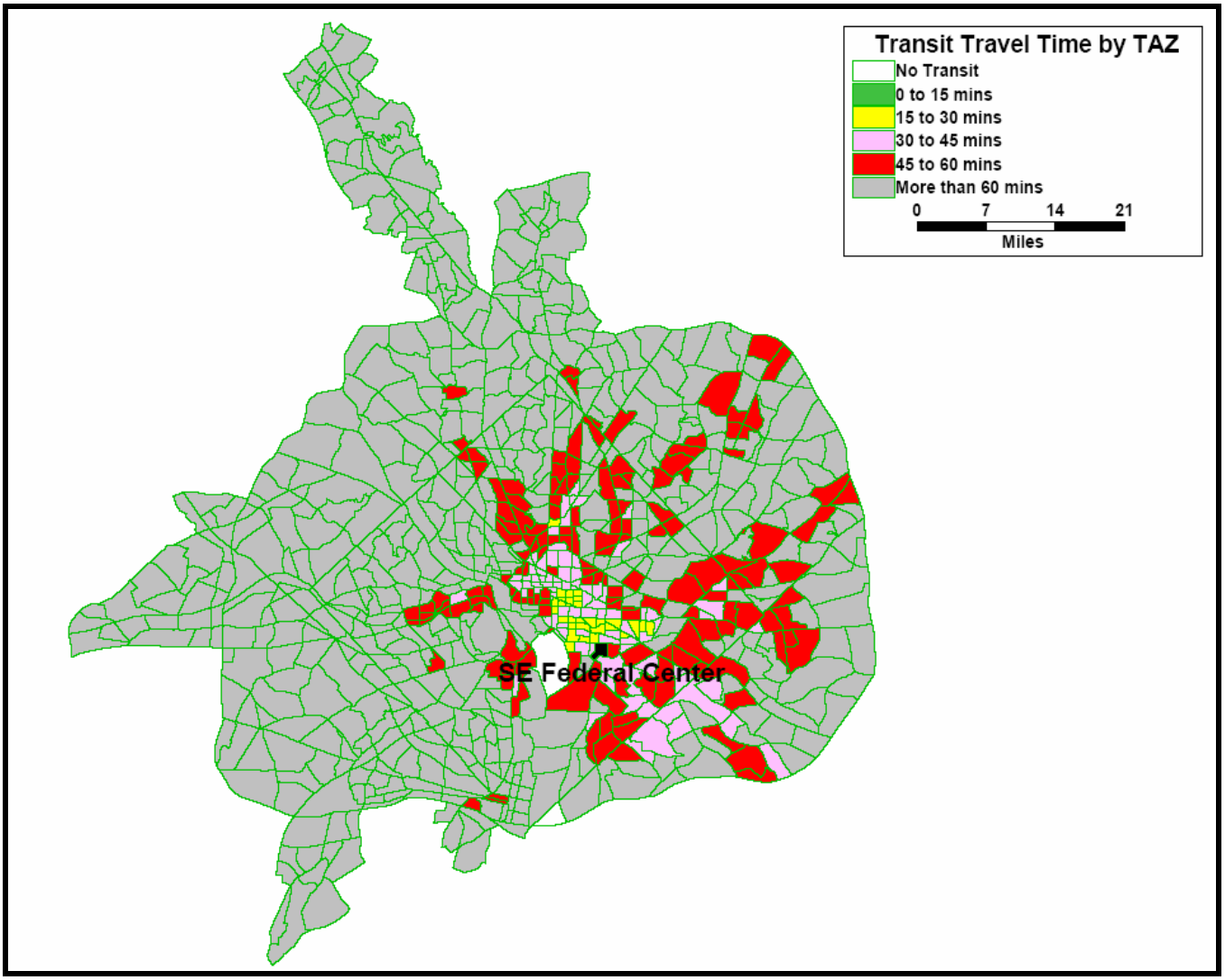


Figure 14: Access to Walter Reed Hospital by TAZ

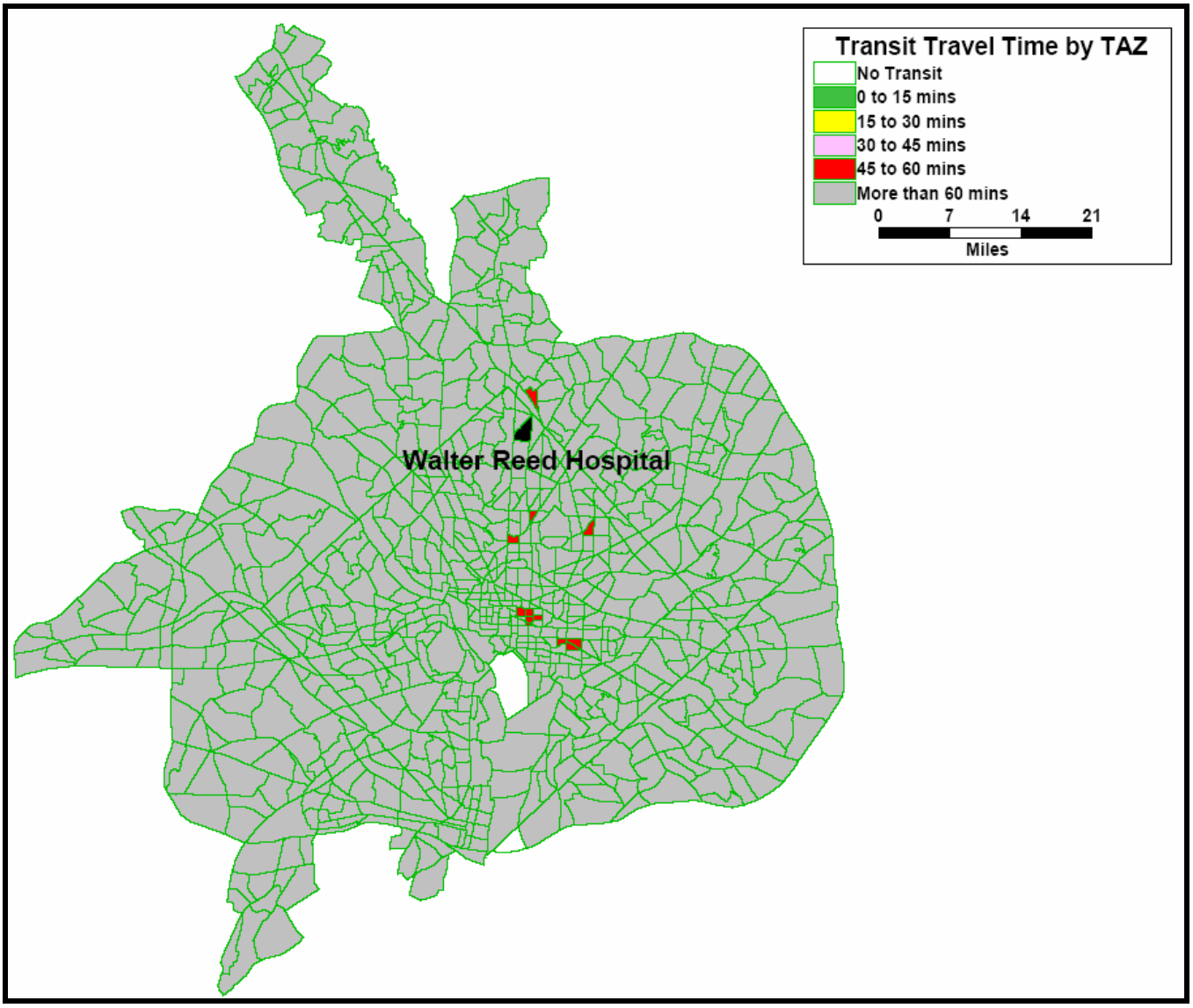


Figure 15: District Population within Travel Time Ranges by Selected Locations